

Open Meeting Agenda Topics
April 30, 2003
10:00 am

1. Review Previous Minutes

- Ok as printed

2. Old Business

- Associate Member Update
 - ❖ (76 members)
- Specification Revision
 - ❖ Being used for all current bids
 - ❖ Experimental product section – not received the field data in regards to these products; Ron will be sending out a letter to the people that have products on this list to get this information in or be removed from the listing
 - ❖ Making a change that the vendor that is responsible to provide this information even if a PNS member is doing the testing
 - ❖ Corrosion testing – establishing some testing criteria and the acceptable mpy values for the coupons and the salt – Ron and Jeanne will look at what we are currently doing and set the values accordingly
 - ❖ Proceed with the steel evaluation
 - ❖ Would it be possible to put in a 30% salt value? Trying to find a point and establish a salt value – Ron is working with Analytical Labs on this. Want to establish a range, not a true value
 - ❖ Received products that are high in concentration (hot loads) (32-35% concentration); problem for us as we can't use them as they slush up; chances are the corrosion value won't pass and know that if we dilute it, it won't pass:
 1. When "hot loads" are delivered in Idaho; they call the vendor and ask if they want the user to off load and have it fail or do they want to replace it? Give them the option
 2. Idaho set an upper limit at 32% for mag
 3. If we are not providing the product as approved, then it's out of spec. Should have a penalty assessed.
 4. Put a +/- 1% before a penalty applies or rejection of product – have a graduated penalty

5. Envirotech provided a “kit” for the field folks to use when taking samples and establishing specific gravity.
 6. A training issue for the field personnel
- ❖ Product submittals – new product data submittal form on the web site; when submitting products, make sure that you don’t mark yes on everything and then not include the required information; lack of this information will delay your products’
 - ❖ Toxicity – have a recommendation of a dilution on this test – PNS is looking at this issue and will report back
 - ❖ Brine makers – have a salt category that can be used, but need an inhibitor also
 1. Haven’t got a spec yet; looking at this issue
 2. Do we need the current spec if we are going to make it into a brine? Can use the same salt for stockpiles or brine making.
 3. Steve Briggs will give us information on “brine masters” and others that have been doing this for years. Iowa use brine extensively
 4. Envirotech has been working on a product that will enhance the brine performance and the corrosion. There seems to be a correlation between the gradation of the salt and the inhibitor. The impurities in the salt, gradation, source, etc will affect the effectiveness of the inhibitor.
 - ❖ Has the PNS thought about buying straight mag and add their own inhibitors? Nobody interested in this concept
 - ❖ Combination brines are available
 - ❖ What are the advantages of a brine vs mag of cal? Determining factors are at the specific area level.
 - ❖ QPL – revisit these products; sending out letters to determine if you are still using that particular product, etc
 - ❖ Language in the specs for products that are having problems staying within specs; how to address this in regards to their status on the QPL
- Multi-State Highway Transportation Association / Concrete Association Update
 - ❖ MHTA
 1. Resolution 8 ; develop a working relationship with PNS in regards to problems they were seeing with their trucks
 2. Washington State coupon testing
 3. Just in Time anti-icing

- ❖ Canadian Truckers
 1. Met with them and asked them to send them any damaged parts – received one part and it was real old, so not related to mag
- ❖ MDT
 1. No safety related damage to MDT's fleet
- ❖ Concrete
 1. \$650,000 research project being done and headed up by SD; long term effects of chlorides, CMA and Ice Ban on concrete; selected Michigan State University
 2. Do examination in the field, core samples, etc and see if there is any correlation with the problems we may be seeing with concrete
 3. Look at a more durable concrete mix design that will stand up more to deicer usage
- Sample Failures
 - ❖ Sample failures in all areas
 - ❖ The PNS are going to come up with a means of taking a product off of the QPL – what will constitute a violation that would remove them, how do they get back on, etc. Vendors to send an email to give their thoughts on this.
 - ❖ PNS is doing quality assurance checks and the vendor should be doing quality control
 - ❖ What are the parameters for failures? Can't repeat the corrosion test and come up with the same number.
 1. There is some deviation; Can do numerous testing and look at it on an statistical average
 2. Could there be a graduated penalty for corrosion plus some margin for error? PNS will look at a graduated scale.
- PNS Pooled Fund Research
 - ❖ Communication – public perception- put a synthesis
 1. Corrosion
 2. Concrete
 3. Highway Safety
 4. Environment
 5. Human health
 6. Technology
 7. Toxicity

8. Risk Management
9. Rail and Hydro

- ❖ Sending a couple of PNS reps to look at practices in other areas.

- Prewet study

- ❖ This is proceeding right now – should be ready in June and will come out in a table

- Performance Specifications

- ❖ It's up to the vendors if they want the PNS to look at this.

3. New Business

- 2004 PNS Conference

- ❖ Spokane Wash (TRB and ITS) TRB on Monday, Tuesday and Wednesday morning; PNS on Wednesday afternoon, Thursday and Friday. – 1st or 2nd week of June 2004

- Items arising out of PNS Closed Meeting

- ❖ Vendors – look at your MSDS sheets that need to be updated – please send them into Ron
- ❖ If you have these electronically, please send them to Ron
- ❖ Environment Canada has completed their entire testing, etc. No doubt that chlorides will be listed as toxic in Canada: CEPA and EPA tend to follow each others leads, so this could happen in the US as well
- ❖ Health Canada came out and said that there is no human health issues or concerns in regards to the chlorides
- ❖ The issue is not that chlorides are harmful, just the loading

- Training Requirement in Bids

- ❖ Montana is going to require some type of training in their contract for this year; items to be trained will be detailed in the bid
- ❖ There is an ISO certified training developed by the Pacific Traffic Education Center of Canada (PTEC); PTEC hired someone to provide the technical information and they wrote the training courses; they now provide a “train the

trainer” course; once someone is a trained trainer, they can teach any of the classes.

- Deicer Sampling Procedures
 - ❖ Put in the new specs how we were going to sample both the liquid and solids;
 - 1. Liquid -1/3, 1/3, 1/3
 - 2. Solid – windrow and thief sample
 - ❖ Need to train our employees on how samples are to be taken: repeat it more than once during the season
 - ❖ Most of the truck drivers know how we should be taking samples
- Just in Time Practices
 - ❖ Montana has implemented a “just in time” policy for anti-icing
- Product testing prior to bidding
 - ❖ As bids are coming out, going to try to post this information out on the web.
 - ❖ Doing product submissions, we are reviewing the submissions
 - ❖ Need approx a month to go through the process
 - ❖ Try to get your submissions in early
 - ❖ Can we put a deadline on when the product has to appear on the list prior to bidding?
 - ❖ Each solicitation document will spell out the requirements of the QPL
- BC is sponsoring a symposium June 18,19 & 20;

4. Open Forum Question and Answers

- How many products are on the QPL list?
 - ❖ Pay attention to the value added concept on Montana's bid. These are likely to change this year. Corrosion will definitely change.
 - ❖ Put a price adjustment in the contract for not providing a corrosion rate that was qualified.

- Highway Safety – accident rate
 - ❖ Got the accident reports for winter related accidents; showed a reduction of accidents
- Public Relations – Prudy meets with the public and has a crew of folks throughout the state that talk to people about the departments' policies, etc. Our goal is to get people to respect the department's employees.
- Storage of mag – the DOT's do not want to keep mag over the summer; this leaves the vendor "holding the bag" and having excess product to get rid of. Is this realistic at the end of the season, when we still expect a 2-day delivery?
 - ❖ Would like to change the dates as to the 2-day delivery time requirement. Would like to see a mid-Feb/ first of March changeover to the 15-day delivery. Maybe put a 5-day delivery requirement from Feb 1 to April 1; Have a price set, after a specific date, if we want delivery within 2 days, then we pay a xx% more to get that delivery. Use the difference between the rail rate and the truck rate.